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Shaft Installations in the area of Schlaggenwald (Horni Slavkov)

1. There are 20 shafts known in the Schlaggenwald (Horni Slavkov) area, including Shafts 1 and 2 called Prokop, Shaft 3 - Barbora, Shaft 4 - Barbora Franck Shaft, Shaft 5 - Lesnice, and Shaft 6 - Svatopluk. Hoisting activities at Shaft 10 allegedly were discontinued in 1953; hoisting activities at Shaft 13 were also discontinued and the shaft only used as a ventilation shaft for Barbora. All shafts lie about 1 km away from each other and mostly in the direction to Schoenefeld. They are controlled by the 6th Inspectorate of the Jachymov uranium ore mines. Ore in these shafts occurs in veins and has a shiny black color. The veins are from 1 to approximately 10 cm thick; their course is irregular. Ore was classified as Smolka pitchblende and as Fuda, an ore with a high content of U_3O_8 and active material. Dead rock was dumped but later-on partly examined and processed according to its uranium content. Ore veins in all shafts have an inclination from 55 to about 90 degrees.

2. Shaft Barbora.

Shafts Barbora 3 and 4 at Schlaggenwald constitute one large mine. Their bases are connected with each other. The shafts are 430 m deep, the lowest level still being under construction in March 1955.

3. Ore was already graded underground. Smolka was collected in clean miner's cars or boxes, and Fuda in miner's cars. Both types of ore were hoisted by Shaft Barbora 3 and boxed above-ground. Active material "AcKO" (phonetic spelling) was shipped in miner's cars and conveyed to an above-ground bunker. There it was put on a conveyer

belt and sorted by hand-operated measuring devices. Non-active material and dead rock were dumped. AcKO and dead rock were hoisted by Shaft Barbora 4.

4. Prior to September 1955, the yield of three daily shifts amounted to 1,000 miner's cars, including approximately 10 miner's cars of Smolka, 50 cars of Ruda, 50 of poorly active material and 850 to 900 miner's cars of dead rock.

5. Smolka and Ruda ore were trucked in iron sheet barrels of 100 kg filling weight each to Vykmanov. Active materials was carried loose in trucks to Vykmanov.

6. The workforce of Shaft Barbora 3 and 4 included an early shift of about 350 men, an afternoon shift af about 280 men and a night shift of 130 to 200 men.

7. Shaft No 3

In 1953, works on the extension of Shaft 8 were accelerated with great energy. At that time the shaft had a workforce of about 1,400 men. The area of the shaft had an extension of 200 x 200 m and, in addition to the hoisting tower, housed an engine-hall, workshops, electric charging stations, a loading point (barreling point) and an RKS (radio active control station). Ore collected in barrels was trucked to the sorting section of Shaft Barbora. Shaft 8 had a depth of 230 m which was to be extended another 40 m. Mine cars were pulled by electric locomotives on main underground lines and by hand on branch lines. Mined ore was sorted on the spot and graded in ore, active material and dead rock. Active material and ore were at once shipped to the above-ground ore loading point and then trucked to the sorting station of Shaft Barbora. Dead rock was dumped.

8. Shaft Lesnice.

The fenced-in shaft installation had an extension of 200 x 200 m. The shaft comprised 8 or 10 levels and one hoisting tower. It had an under-ground connection with Shaft Svatopluk.

9. Ore hoisted was classified into rich ore Smolka, better low-grade ore Atschka (phonetic spelling) and low-grade ore Utschka (phonetic spelling). The different grades of ore bore the following characteristics:

Smolka - rich ore - was shiny black, hard and the heaviest of the materials.

Ruda - low-grade ore - stony to sandy and dusty, black to brown colored, interspersed with silver and gold.

Active material - gray-green, sometimes also black, interspersed with Ruda and dead rock.

Utschka - similar to active material but with a small percentage of uranium;

Dead rock - overburden.

10. After preliminary testing, the material was sorted according to grades and shipped away. Smolka was filled into sheet iron barrels on the spot, whereas the other material was loaded on mine cars and shipped above-ground. The Smolka barrels were collected in an above-ground shed. Ruda was also conveyed to a shed, measured by a portable Geiger counter and then put into iron-sheet barrels. The other mine cars passed an above-ground RKS (radio active control station) for sorting of active material and dead rock. Dead rock was dumped and active material shipped to a resorting station. The resorting station was equipped with conveyer belts, a sizing drum, and a measuring device with relay connection. From there, the material was sent to various bunkers from where it was collected by trucks.

11. No exact data were known of the output of the shaft. About 2 to 4 truck loads were shipped away daily, including approximately two trucks with about 30 to 50 barrels. The remainder of the material was poor ore which was dumped loose on trucks. No details on the place of destination of the trucks were available.

12. The shaft had a workforce of about 1,200 to 1,500 men, including 1,000 convicts.

13. <u>New Ore Dressing Installation near Schlaggenwald.</u>

In early October 1954, works were started for the construction of a new UPRAVNA for the Schlaggenwald Inspectorate. The area was marked-off and fenced-in but no construction material was yet available. Work was done in one daily shift of about 150 to 180 men. In late October, excavating for several buildings was started. In early November 1954, the first concrete foundations were laid. All preparations were executed speedily because the installation reportedly was to start

operations in the summer of 1955. In mid-or late March 1955, five to 6 jaw crushers with flange-mounted electromotors arrived. Water was presumably supplied by a reservoir with pumping station on Hill 669 about 800 m south of Schlaggenwald. The reservoir, allegedly 30 m in diameter and placed under-ground, also supplied Shafts Barbora 3 and 4, and Shafts 1 and 8. Power was supplied by the transformer station of Shaft 5 near Lesnice. The construction area was approached by a dirt road on the east side of the equipment depot passing a railroad crossing on the north-eastern edge of the construction site. The construction area, 500 x 150 m large, is located on a slope which slightly declines to the south.

14. [redacted] 25X1

15. [redacted] sketches of the Horni Slavkov area and of the new construction site. Legends for these sketches follow on the succeding pages. 25X1

[redacted] 25X1

Legend.

1. Uncompleted shed, about 100 x 50 m, the side walls of which were erected in late March 1955.

2. An uncorpleted building, about 25 x 25 m, with strong foundation.

3. An uncompleted structure, about 20 x 20 m, with strong foundation, probably for the erection of crusher towers.

4. A shed of light construction, about 30 x 30 m. This structure was the most advanced one.

5. The administration building, a wooden structure, about 15 x 50 m, with 10 rooms.

6. Excavated space, about 10 x 10 m.

7. Excavated space, about 10 x 10 m.

8. A smaller structure of about 8 x 10 m.

9. A shed, about 25 x 70 m, divided in to various rooms.

10. Excavated space for a shed, about 20 x 60 m.

11. A sewerage with pipes 40 cm in diameter.

12. Plant sidings under construction in March 1955.

13. Completed roads inside the construction area.

14. Entry to the construction site.

15. Equipment depot of Schlaggenwald Inspectorate.

Legend.

1. Shaft Barbora 3
2. " " 4
3. " Svatopluk
4. " Lesnice (No 5)
5. " Prokop
6. " No 8
7. Shafts with undetermined numbering and undetermined exact location.
8. Dumps
9. Convict Camp Prokop
10. " " Svatopluk
11. " " Lesnice
12. Administration building and SNB billets
13. New ore dressing installation, still under construction
14. Equipment depot of Schlaggenwald Inspectorate
15. Schlaggenwald railroad station.

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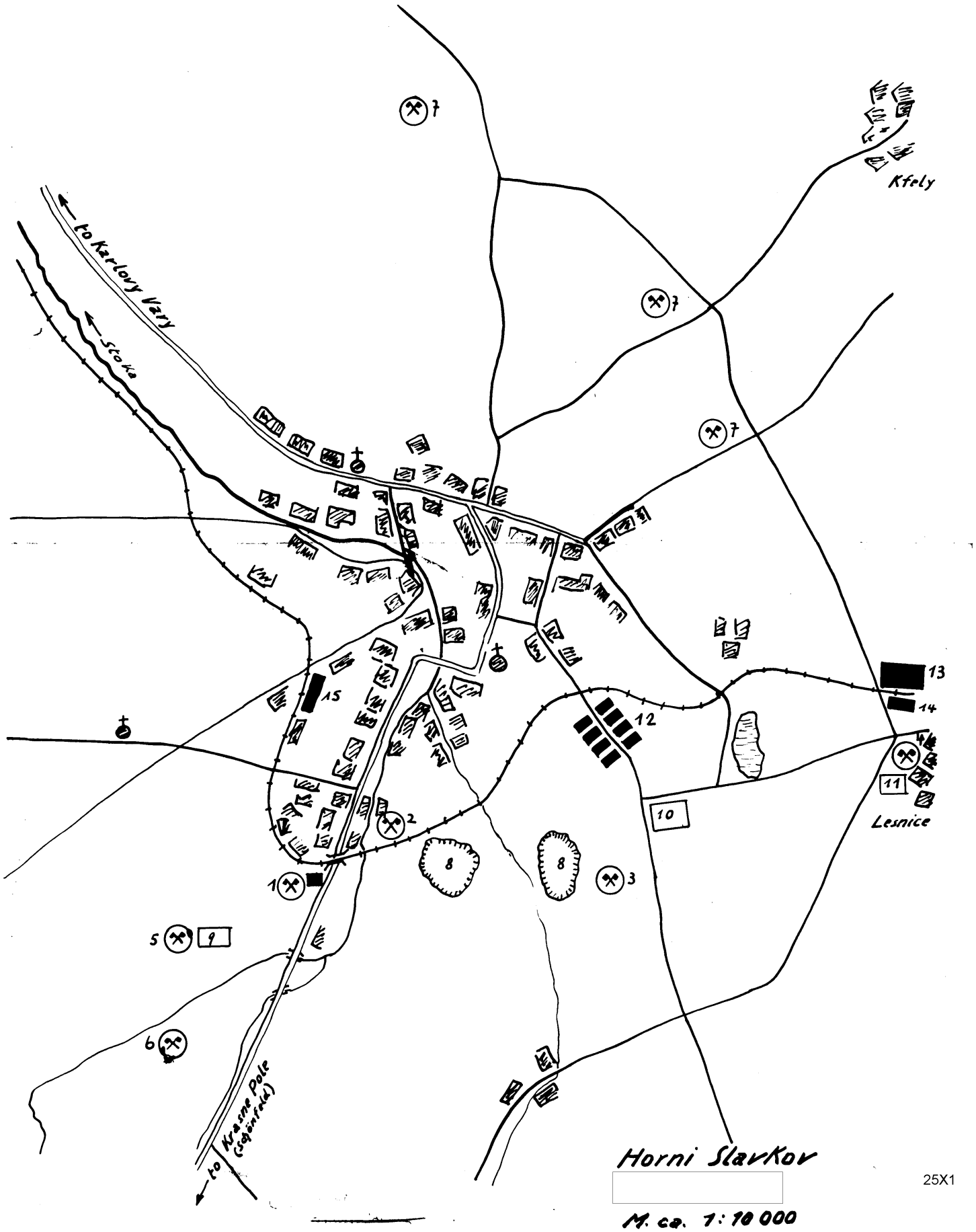
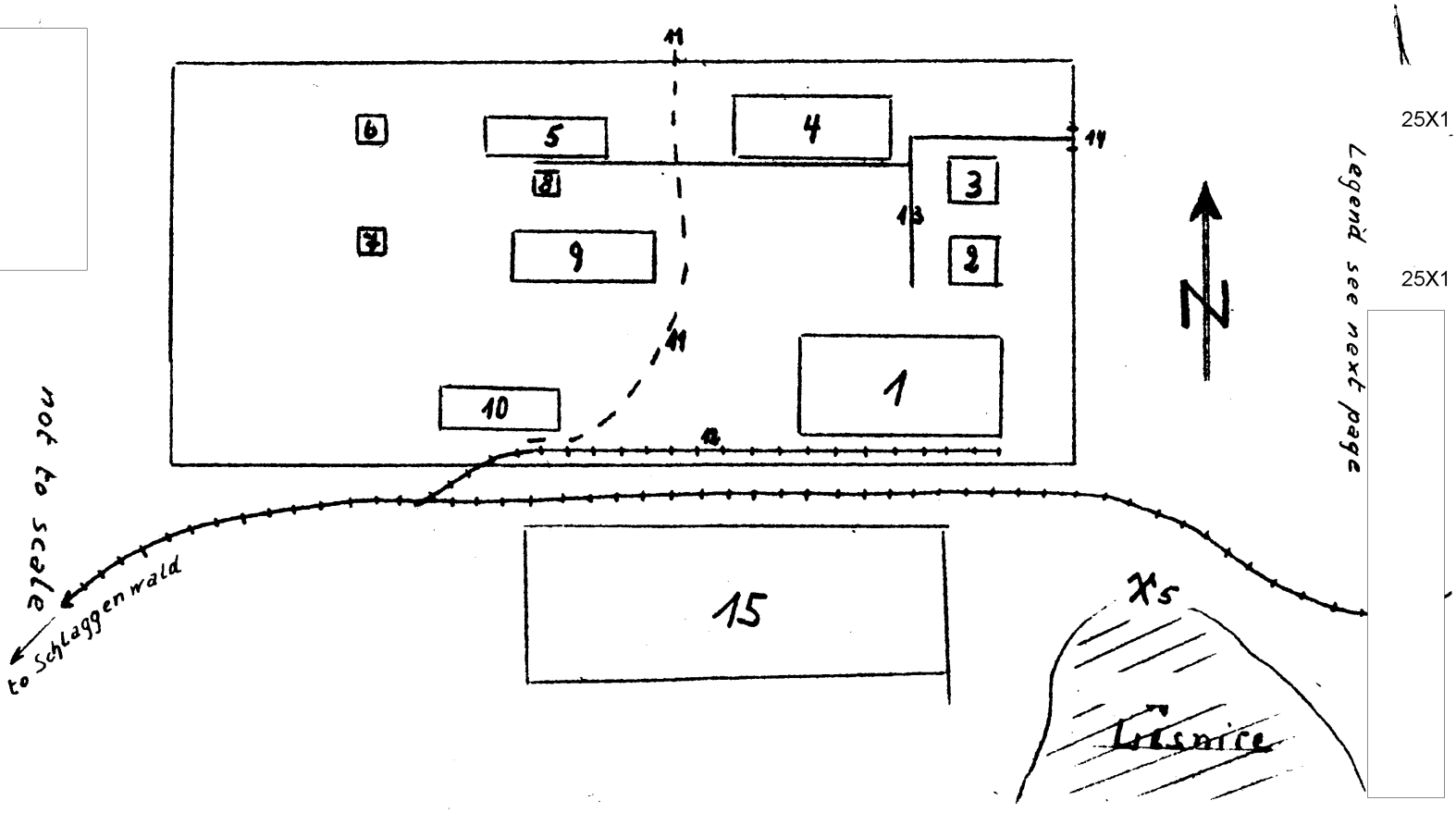
Legend see next page



Neubau einer Erzwäsche bei Schlaggenwald (CSR)



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